



City of Seattle

Gregory J. Nickels, Mayor

Department of Design, Construction and Land Use

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF DESIGN, CONSTRUCTION AND LAND USE**

Application Number: 2208369

Applicant Name: Seattle School District Number One

Address of Proposal: 10750 30th Ave. N.E. - Nathan Hale Auditorium

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of a 14,000 sq. ft. addition to an existing institution (Nathan Hale High School Performing Arts Auditorium).

The following approvals are required:

SEPA - To approve or condition pursuant to Seattle's SEPA policies. Chapter 25.05, Seattle Municipal Code. (Supplemental EIS prepared by Seattle Public Schools)

The following Development Standard Departures are requested:

1. To allow less than required on-site parking. - SMC 23.44.017E - (Required 56 new, Proposed 18)
2. To allow bus loading within the street right-of-way. - SMC 23.44.017G
3. To allow a portion of the structure to exceed the height limit. – SMC 23.44.012 (Allowed 35', Proposed: Auditorium 45'; Fly Loft 60')

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☒ EIS*

☐ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or another agency with jurisdiction.

*Environmental Documents prepared and SEPA Threshold Decision made by Seattle School District Number One.

BACKGROUND DATA

Site and Vicinity Description

The Nathan Hale High School campus comprises approximately 18 acres bounded on the west by 30th Avenue N.E., on the north by N.E. 110 Street, on the east by 35th Avenue N.E., and on the south by the Meadowbrook playfield and the south fork of Thornton Creek. The school site (including the performing arts center portion) and the majority of the adjacent properties are currently zoned SF 7200 (Single Family with a 7200 sq. ft. minimum lot size). Medium density single-family homes occupy parcels directly west (across 30th Avenue N.E.) and east (across 35th Avenue N.E.) of Nathan Hale. Summit Alternative School (K-12) (formerly Jane Addams/Summit Middle School) lies directly across N.E. 110th Street.

Summit School has a 1,100 seat theater and two recently upgraded play fields, one of which is synthetic surfaced and lighted. The field at Nathan Hale similarly is upgraded, synthetic and lighted. South of the Nathan Hale site is a Seattle Department of Parks and Recreation (“Parks”) site containing two grass fields, a community center and a pool. A joint operating agreement exists between the District and Parks wherein they agree to schedule use of the area public facilities cooperatively to avoid scheduling events with expected attendance greater than 500 persons in combinations which would cause simultaneous attendance to exceed 1,000 persons.

The school site is in the Thornton Creek drainage basin. The South Fork of Thornton Creek (“the creek”) traverses the school site from west to east, south of the main building but north of the student parking lot. The area of new construction, being approximately 105 feet from the edge of the creek, is well outside of the fifty foot riparian corridor buffer on the north side of the creek. The existing surface parking lot south of the creek would be resurfaced, but would not be expanded. The creek joins the main branch of Thornton Creek east of 35th Ave. N.E. The creek through the School District property is a lowland stream with low gradient, and is dominated by riffle habitat with subdominant glade habitat. Most of the stream banks are armored with large boulder riprap. Areas not armored have signs of erosion, steep drops, and undercutting. Five footbridges cross the stream on the School district and City Park property. The existing foot bridge across the creek connecting the parking lot to the school campus would not be altered.

The environmental documents disclose that the South Branch of Thornton Creek near Nathan Hale High School experiences frequent flooding problems. These occur at the culvert under 35th Ave. N.E. and at 30th Ave. N.E. and N.E. 107th St. In addition, there is frequent flooding where the north and south branches of the creek join.

An 828 sq. ft. wetland has been identified within the constructed stream levee on a topographic bench approximately two feet above the Ordinary High Water Mark, approximately 320 feet east of 30th Ave. N.E. where the first pedestrian bridge crosses the stream.

The school with the proposed addition is at a topographical low elevation in relation to the surrounding points west and south of the site. South of the school, the elevation rises rather

steeply toward 105th Street. There is a slight rise to the west toward Lake City Way N.E. and north of the school to N.E. 115th Street.

The streets adjacent to the school, 30th Avenue N.E. and N.E. 110th Street lack curbs gutters and sidewalks.

The site slopes down from the street to the school and the floor of the existing school is approximately two feet below the street grade. The subsurface of the site is made up of 4-8 feet of fill material consisting of loose silty sand and gravel with varying amounts of brick, followed by a 0-2 foot layer of peat or remnant topsoil, underlain by 20 feet of alluvial deposits of loose to medium dense sand. Below the alluvial deposits are layers of lacustrine silt and clay, and recessional outwash. During the geotechnical investigation, groundwater was encountered between four and six feet below existing grade. The geotechnical report concludes this water is perched above the low permeability lacustrine deposits. Public comments received during the review period indicated that during wet periods the ground water level can reach the surface with sheet flows occurring across the athletic field.

Proposal Description

A 430 seat performing arts theater addition is proposed to the existing Nathan Hale High School. The new structure would be attached the existing school along the western wall in the southwest corner of the school structure. A fly loft would rise to 60 feet while the remainder of the building would reach 45 feet. In addition to a public entry and lobby area at the north end of the building, connections will be made through the common wall with the existing school connecting to existing band, choral and drama spaces. Earlier designs for the facility included an orchestra pit. This element has been removed as a value engineering measure. Without the orchestra pit, a foundation excavation depth of about two feet would be required and the layer of peat or remnant topsoil present at about five feet in depth would not be disturbed.

Construction is expected to require excavation of approximately 1,000 cu. yds. of material and fill of approximately 550 cu. yds. of new material. This grading would be accomplished during construction of foundations and installation of a new stormwater pipe. The building itself is proposed to be approximately 105 feet from the riparian corridor. The closest construction activities to the creek would take place approximately 60 feet away, well outside the 50 foot riparian corridor zone.

The new stormwater design for the project includes a concrete vault constructed approximately ten feet west of the new performing arts center. Stormwater from the building roof and plaza areas would be directed to a lift station and then pumped into the detention vault. The vault would be constructed above the existing grade and located below a raised grass area that would be part of the project landscaping. It would provide detention up to the 100-year storm event as defined in the Seattle Stormwater, Grading and Drainage Code. The above grade detention vault overcomes the problem of placing a vault within the high water table on the site. A new drainage pipe would be constructed to collect street run-off and the water detained in the vault. The pipe would run from the faculty parking lot on the northwest corner of the site approximately 300 feet to an existing storm drain on District property parallel to N.E. 110th St.

The stormwater would be conveyed through the existing system to the existing Seattle Public Utilities storm drain in 35th Ave. N.E.

Public Comments

The public comment period was extended and ended on April 23, 2002. Many written comments were received citing concerns about parking and traffic impacts, stormwater, water quality and erosion impacts to the South Fork of Thornton Creek and a tributary drainage system identified as Kramer Creek. Additional public comments, with similar content to the written ones, were received at each of three public meetings, between October 25, 2002 and March 25, 2003, of the Public School Development Standard Departure Advisory Committee formed to consider requested departures from Code parking, height and bus loading requirements.

ANALYSIS - Development Standard Departure

This Development Standard Departure process is being conducted pursuant to the provisions of Seattle Municipal Code sections 23.79.002-.012. Pursuant to these provisions an Advisory Committee was convened, public comment received, and a written recommendation to the Director of DCLU made. This analysis and decision is made pursuant to the requirements of SMC section 23.79.010 that the Director determine the amount of departure to be allowed as well as mitigation measures to be imposed. Criteria set forth in the applicable code sections are to be used for both the Committee's recommendation and the Director's decision.

Criteria for Committee Review

Section SMC 23.79.008 states departures shall be evaluated for consistency with the general objectives and intent of the City's Land Use Code, including the rezone evaluation criteria in Chapter 23.34 of the Seattle Municipal Code, to ensure that the proposed facility is compatible with the character and use of its surroundings. In reaching recommendations, the advisory committee shall consider and balance the interrelationships among the following factors:

- A. Relationship to Surrounding Areas: The advisory committee shall evaluate the acceptable or necessary level of departure according to:
 - (1) Appropriateness in relation to the character and scale of the surrounding area;
 - (2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale;
 - (3) Location and design of structures to reduce the appearance of bulk;
 - (4) Impacts on traffic, noise, circulation and parking in the area; and
 - (5) Impacts on housing and open space.

More flexibility in the development standards may be allowed if the impacts on the surrounding community are anticipated to be negligible or are reduced by mitigation; whereas, a minimal amount or no departure from development standards may be allowed if the anticipated impacts are significant and cannot be satisfactorily mitigated.

- B. Need for Departure: The physical requirements of the specific proposal and the project's relationship to educational needs shall be balanced with the level of impacts on the surrounding area. Greater departures may be allowed for special facilities, such as a gymnasium, which are unique and/or an integral and necessary part of the educational process; whereas, a lesser or no departure may be granted for a facility which can be accommodated within the established development standards.

Bus Loading

Continuation of the current practice of loading and unloading school buses on N.E. 110th Street along the school site is appropriate in relationship to the character and scale of the surrounding area. To the north, across the street, are the fields of the Jane Addams/Summit campus and to the south, on the same side of the street is the campus and fields of Nathan Hale High School. There are no uses other than public schools in the two block faces of N.E. 110th St. east of 30th Ave. N.E. New curbs, sidewalks and gutters are planned along this frontage of the Nathan Hale campus; steps which will further establish a character consistent with on-street bus loading.

The Committee recommended approval for only the three buses which the District expects to use in the next school year. This represents an approximately three fold reduction in the number of buses as the District is shifting much of the student transit function to Metro buses through the purchase of bus passes for many students. DCLU does not see the necessity to limit the number of buses used and does see a benefit to providing the District the flexibility to use a varying number of buses in years ahead. DCLU will not, therefore, impose this limiting condition.

While the Nathan Hale site is large enough to accommodate the expected number of buses in some arrangement on the site, this could be accomplished only by some reduction in the number of on-site parking spaces and/or reduction in the amount of athletic field space available. Given the relatively neighborhood compatible arrangement of the proposed off site bus loading area and the programmatic and/or on-site parking losses which on-site bus loading would entail, it is not necessary to require that bus loading be accommodated on the site.

At the Committee meetings the desirability of providing paved surfaces between the sidewalk and the buses, across planting strips, was indicated. The Committee thought these could be and should reasonably be incorporated into the design scheme. They will be required as a condition of the decision.

Height – Compatibility of the proposed building height with that of the surrounding area was a subject of discussion by the Committee. While the Land Use Code allows 35 foot tall additions to this public school, the auditorium design requires 45 feet of wall height and 60 feet of height for a fly loft. The fly loft proposed is a modified version of a full fly loft and will not allow full retraction of sets into the upper space, but will meet the programmatic needs of the school.

The proposed auditorium was found by the Committee to be set back sufficiently from street property lines and to be sufficiently landscaped by proposed trees to mitigate a negative impact on surrounding properties.

Traffic and Parking

Parking on the Nathan Hale site and in the immediate area has been extensively studied and has been considered in four recent MUP decisions, two on the Nathan Hale site and two on the Jane Addams/Summit site. These concerned athletic field upgrades to include synthetic turf and lighting of two of the fields. As described in Appendix B to the District's EIS Addendum for this proposal, a traffic and parking study conducted by Heffron Transportation, project-related traffic impacts in the area are expected to be negligible with studied intersections remaining at acceptable levels of service.

Included in the Heffron addendum is an on-street parking survey which found 238 parking spaces on surrounding streets within a 400 foot walking distance of the campus and on-campus parking for 260 vehicles. Survey results (page 15 of the traffic study) show on-street parking utilization of between 16% for a weekday afternoon at 4:00 p.m. to 39% utilization for a Saturday afternoon without a varsity football game and 59% with a varsity football game.

The presence of multiple venues and draws in the immediate area creates a potential for parking demand which is not reflected in the Heffron study numbers. This potential impact and conditioning to mitigate it is found below in the SEPA analysis of long-term parking impacts.

Presence of edges, significant setbacks, major arterials, topographic breaks, and similar features which provide a transition in scale – Neither the on-street bus loading nor the parking reduction decisions are influenced by this criterion. The height waiver is made more acceptable by the fact that neighboring residential uses are separated from the proposed theater by both a sizable setback of 59 feet seven inches to the portion closest to 30th Ave. N.E. and 75 feet nine inches to the fly loft area and by the 60 foot wide 30th Ave. N.E. right-of-way.

Location and design of structure to reduce the appearance of bulk – The design of the proposed theater addition has been sited with the fly loft to the south, rather than toward the west or north, in an attempt to lessen its impacts. The height of the fly loft was kept to a height which will meet the programmatic needs of the school and also limit height impacts. The landscaping of the proposal has been designed to make use of a large beach tree species to screen both the southern and southwestern aspects of the fly loft. Directly to the west of the proposed building the design includes a row of street trees on the outer edge of a new sidewalk and another row of trees (pear trees) in from the sidewalk to provide additional buffering of the building mass to be located some 59 to 75 feet from the west property line.

Impacts on housing and open space - The three proposed departures are not expected to have direct impacts on housing. The location of the proposed structure is in an area now a lawn area with two walkways passing through. This grass area does not serve a functional purpose other than as a space around the existing school. The proposed design will provide a more formal space; one more usable by students and members of the public. It will also provide a substantially better executed expression of the entrance to the school.

Need for Departure: - It is the programmatic needs of the Nathan Hale High School which have lead to the District's decision to build this facility. This fact was made clear during testimony and debate in the departure process. The school incorporates very active music and drama programs into its curriculum throughout the school day. The small existing performance space as well as the existing choral and band rooms will be incorporated into the new theater to provide educational spaces used throughout the school day. Facilities such as this one which provide space which is unique and an integral and necessary part of the educational space are indicated in the departure criteria above to merit a greater degree of departure from development standards, as necessary, than those which can be accommodated within the established development standards. Given the existing site conditions, including size and development pattern, these departures are necessary for the creation of the new auditorium/performing arts center facility, which in turn, is to become an important part of the academic program at Nathan Hale High School.

Committee Recommendation - The Nathan Hale Development Standards Departure Advisory Committee recommended approval of the following departures with conditions as indicated.

Height: The committee recommends approval to extend the height limitation for the auditorium by 10 feet and to extend the height of the fly-loft by 25 feet. *The vote was 5 to 3.*

Bus Loading: The committee unanimously recommends the approval of the departure to load and unload 3 full size school buses on N.E. 110th St. east of N.E. 30th St. with no school related buses parked on N.E. 30th St. *The vote was 8 to 0.*

Parking: The committee recommends the approval of the departure for 38 parking spaces on the Nathan Hale High School site with the following conditions (*The vote was 5 to 3.*):

1. The Seattle School District will re-stripe the north and west parking lots on the Jane Addams/Summit school site and provide an additional paved path to N.E. 110th St.
2. The Seattle School District will provide a second entrance driveway at the south end of this west parking lot.
3. The Seattle School District agrees to provide adequate lighting along the paved path described above in accordance with the Seattle Department of Transportation standards for residential sidewalks.
4. The Seattle School District will re-stripe and make accessible for parking the loading zone at the south edge of Nathan Hale High School.
5. The Seattle School District will lower and/or extend the south lot speed bumps in order to reduce car damage while still discouraging speeding when the lot is full.
6. The Seattle School District will provide directional signage (indicating parking sites) in the project
7. The Seattle School District agrees to have all of the above conditions in place prior to the issuance of the Certificate of Occupancy for the Performing Arts Auditorium.

The DCLU Director finds the recommendations of the Directory of the Department of Neighborhoods persuasive and approves the three recommended departures from development

standards with recommended conditions with the exception that the amount of on-street bus loading to be allowed shall not be limited.

DECISION – DEVELOPMENT STANDARD DEPARTURE

1. *To allow less than required on-site parking (a waiver of the 38 spaces required by the proposed addition).* **Conditionally Granted.**

Conditions – Prior to Certificate of Occupancy:

1. The Seattle School District will re-stripe the north and west parking lots on the Jane Addams/Summit school site and provide an additional paved path to N.E. 110th St.
2. The Seattle School District will provide a second entrance driveway at the south end of this west parking lot.
3. The Seattle School District agrees to provide adequate lighting along the paved path described above in accordance with the Seattle Department of Transportation standards for residential sidewalks.
4. The Seattle School District will re-stripe and make accessible for parking the loading zone at the south edge of Nathan Hale High School.
5. The Seattle School District will lower and/or extend the south lot speed bumps in order to reduce car damage while still discouraging speeding when the lot is full.
6. The Seattle School District will provide directional signage (indicating parking lot locations) in the project
7. The Seattle School District agrees to have all of the above conditions in place prior to the issuance of the Certificate of Occupancy for the Performing Arts Auditorium.

2. *To allow bus loading within the street right-of-way.* **Conditionally Granted.**

Condition – Prior to Certificate of Occupancy:

Street curbs, planting strips and sidewalks and paved surfaces between sidewalks and bus loading locations along the curb shall be provided along N.E. 110th and 30th Ave. N.E. prior to receiving a Certificate of Occupancy for the school addition.

3. *To extend the height limitation for the auditorium by 10 feet and to extend the height of the fly-loft by 25 feet.* **Conditionally Granted**

Condition – Prior to Certificate of Occupancy:

Landscaping and other site improvements, such as street trees, sidewalks, additional trees, paved plaza area and architectural details, shall remain as presented to the Departure Committee and shall be in place prior to issuance of a Certificate of Occupancy for the school addition.

ANALYSIS - SEPA

Environmental impacts of the proposal have been analyzed in environmental documents prepared by Seattle School District Number One. These include a April 2003 Final Environmental Impact Statement with project level information on the Nathan Hale High School Performing Arts Center project, the 1992 EIS on the District's Facilities Master Plan, and the 2000 Supplemental EIS on Phase II of the Building Excellence program.

Seattle Municipal Code (SMC) section 25.05.660 provides that proposals can be conditioned or denied in order to mitigate environmental impacts. All conditions must be related to impacts identified in the environmental documents, based on adopted policies, be reasonable and capable of being accomplished. This proposal is reviewed under that substantive SEPA authority.

Disclosure of the potential impacts from this project was made in the environmental documents listed above. This information, supplemental information provided by the applicant (plans, written descriptions of the project, model and renderings), and the experience of this agency with review of similar projects form the basis for this analysis and conditioning.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part:

"where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation (subject to some limitations)."

Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-Term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; potential soil erosion and potential disturbance to subsurface soils during grading, excavation, and general site work; increased traffic and demand for parking from construction equipment and personnel; conflict with normal pedestrian movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794). Although not significant, these impacts are adverse and, in some cases, mitigation is warranted.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading, and Drainage Control Code (grading, site

excavation, and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); Environmentally Critical Areas Ordinance (protection of water quality and soil stability in environmentally critical areas) and the Noise Ordinance (construction noise). Compliance with these applicable codes and ordinances will reduce or eliminate short-term impacts to the environment and, with the exception of noise and parking impacts, they will be sufficient without conditioning pursuant to SEPA policies. Further discussion of short term noise, air quality, traffic and parking related impacts follows.

Construction Noise

There will be some grading required to prepare the building site as well as other noise generating construction activities. Noise associated with construction of the building could adversely affect the residential areas in the vicinity of the proposal site; particularly those directly across 30th Ave. N.E. Due to the proximity of residentially zoned areas in relation to the proposal site, the limitations of the Noise Ordinance appear to be inadequate to protect the residential neighborhood. To minimize construction noise impacts to residential neighborhoods, DCLU has conditioned projects of a similar scale to limit hours of construction to 7:00 a.m. to 6:00 p.m. on weekdays and to 9:00 a.m. to 5:00 p.m. on Saturdays. This condition has been successfully applied in the past and will be imposed here.

The Department recognizes there may be occasions when critical construction activities of an emergency nature, related to safety or traffic issues, or which could substantially shorten the total construction time frame, may need to be completed after regular construction hours as conditioned herein. Therefore, the Department reserves the right to approve waivers of this construction hours restriction. Such waivers must be approved by the Department on a case-by-case basis prior to such work.

It is also recognized that there are quiet non-construction activities that can be done at any time such as, but not limited to, site security, surveillance, monitoring for weather protection, checking tarps, surveying, landscaping, painting, and walking on and around the site and structure. These types of activities are not considered construction and will not be limited by the conditions imposed on this Master Use Permit.

In addition, after the building is fully enclosed interior work may be done at any time in compliance with the Noise Ordinance with no pre-approval from the Department.

Construction Traffic

The construction design for this addition responds to the high water table on the site by placing the new building very near to existing grade. As a result there will be minimal excavation taking place and only a limited number of truck trips related to soil work. Because the proposed new building is slated for an area which is now lawn and other landscaping the amount of demolition debris to be removed will also be limited and likewise the amount of traffic generated by debris hauling will also be limited. Delivery of materials will, for the most part, take place over time as they are incorporated into the project. An exception to this may be during the concrete pouring phases of the foundation. However, this too is expected to be of limited duration for this project and does not merit specific conditioning, other than the limitation of hours of construction activity arrived at under “Construction Noise” above.

No SEPA conditioning of construction-related traffic appears warranted.

Parking

Construction workers are expected to arrive at the site in private vehicles. Construction-related vehicles, too, will be driven to the site and left for periods of time. The parking of their vehicles on neighboring streets would create a negative environmental impact in the immediate neighborhood of the proposal site which is unmitigated by existing codes and regulations. In general terms, the number of construction workers on the project site will be at a medium level during demolition, low during grading activities, and the highest during construction phase. It will be possible to provide on-site parking for most worker vehicles during most phases of construction. A foreseeable exception will be during the early stages of grading when the entire work site might be affected.

In order to mitigate the negative impacts of construction workers vehicles and of other construction related vehicles on parking in the immediate area of the construction site it is necessary to condition this project to require that an on-site parking area or areas be maintained with capacity to accommodate all of the construction worker’s vehicles and other construction-related vehicles to the maximum extent construction activities (grading, paving, landscaping, etc.) on-site will allow. These parking areas shall be maintained in a manner which prevents the tracking of mud or dust onto surrounding streets.

Air Quality

Demolition, grading and construction activities each may create adverse air quality impacts in the surrounding area. The Puget Sound Clean Air Agency (“PSCAA”) regulations require control of fugitive dust to protect air quality. A PSCAA permit is required for the removal of hazardous materials such as asbestos. The Seattle Stormwater, Grading and Pollution Control Ordinance regulate on-site grading activities and require that soil erosion control techniques be initiated for the duration of the work.

Existing regulation is sufficient to control short-term air quality impacts. In order to be certain that PSCAA reviews the proposed demolition it is necessary to file a Notice of Intent to demolish with that agency. A condition of this MUP will be to file a PSCAA notice prior to issuance of a demolition permit.

Long-Term Impacts

Long-term or use-related impacts are also anticipated from the proposal and include: increased traffic and increased parking demand; possible increase in light and glare; increased bulk and scale of the building; increased ambient noise due to increased human activity; increased demand on public services and utilities; increased energy consumption; and decreased air quality. These long-term impacts are not considered significant because the impacts are minor in scope.

Because the proposal here is to add theater space to an existing public high school with no increase in the student population expected, the long-term parking and traffic impacts to be analyzed are those which might arise from use the facility outside of the normal school program.

Traffic and Parking

Included in the impacts which might result during the long-term use of the proposed facility would be those created by performances in the new theater which attract attendees from outside the normal school population.

Traffic conditions at studied intersections in the vicinity of the proposal site are shown in the Supplemental EIS for the project to be at high levels of service and are projected to continue to function at such levels with the addition of project traffic.

The parking section of the Traffic and Parking Addendum to the Supplemental EIS ("Heffron Addendum") finds that, in addition to parking for 260 vehicles on the campus, there are, during evening hours, 238 parking spaces available on surrounding streets within 800 feet of the proposed auditorium (during school hours there are slightly fewer due to parking restrictions in the bus loading zone) and that utilization of these on-street parking spaces ranges from 15% on a weekday evening at 7:30 p.m. to 39% on a Saturday afternoon at 1:00 p.m. without a varsity football game and 59% on a Saturday afternoon during a varsity football game.

The Heffron appendix explains that Institute of Transportation Engineers survey information is not available to specifically account for the impacts of performing arts venues at high schools. In order to predict the parking demand of the proposed facility the demand generated by an existing performing arts venue located at Eastlake High School on the Issaquah Plateau was surveyed. School-related performances were found to have a parking demand rate of 0.57 vehicles per attendee and community-group performances were found to have a parking demand rate of 0.43 vehicles per attendee. There were approximately two persons on site for each vehicle parked during a school-related event and there were approximately three persons on site for each vehicle during a community group event.

These parking demand rates lead to a conclusion that the proposed performing arts center would generate a peak parking demand of 256 vehicles for a sold-out school-related performance and 185 for a community group event. The analysis acknowledges that attendees will not necessarily use on-site parking lots in favor of convenient on-street parking. Hence, adjacent and nearby spaces are expected to be utilized in association with all events of any substantial size.

The Heffron appendix indicates that there are multiple venues in the immediate area and that the District is “required to ensure that multiple major events are not scheduled at the Hale/Addams sites concurrently.” Besides the approximately 1,100 seat theater at the Jane Addams/Summit school there are new, lighted athletic fields on both campuses and a Seattle Parks and Recreation community center and pool with two associated, unlighted athletic fields. In the MUP decisions for the two school field renovations and for the field lighting it was concluded that the capacity of parking in the immediate area, both on the sites and on-street is fully utilized when simultaneous attendee number of 1,000 persons is reached. Each of the field lighting decisions followed the lead of the field renovation decisions by imposing the following condition:

- 1) The Seattle Department of Parks and Recreation and the Seattle School District shall implement and use a scheduling system to ensure the projected, combined attendance for events on the play fields at Nathan Hale High School and Jane Addams/Summit Middle School, in the Meadowbrook Community Center, in the Jane Addams/Summit Auditorium, and in all auditoriums at Nathan Hale does not exceed 1,000 persons for any period of time outside scheduled school hours.

Because of the close relation between parking impacts of projects and of the necessity to mitigate them in a coordinated, consistent way this condition will be imposed in this decision as well, pursuant to SEPA Transportation Policy authority.

Other Impacts

No noise impacts to surrounding areas are expected to occur. Several adopted codes, ordinances, and agencies will appropriately mitigate the other use-related adverse impacts created by the proposal. Specifically, these are the Puget Sound Clean Air Agency (increased airborne emissions); the Seattle Land Use Code (increased light and glare from new lighting of the parking), and the Seattle Energy Code (long-term energy consumption).

The other impacts not noted here as mitigated by codes, ordinances, or conditions (increased ambient noise, increased pedestrian traffic, increased demand on public services (including police services and utilities) are not sufficiently adverse to warrant further mitigation by conditions.

CONDITIONS - SEPA

Prior To Construction Or Grading Permit Issuance

1. File a Notice of Intent to Demolish with PSCAA.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DCLU. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

2. Construction activities, other than those taking place within the enclosed building, are limited to the hours of 7:00 a.m. to 6:00 p.m. on non-holiday weekdays and to 9:00 a.m. to 5:00 p.m. on Saturdays.

It is recognized that there may be occasions when critical construction activities of an emergency nature, related to safety or traffic issues may need to be completed after regular construction hours as conditioned herein. Therefore, the Department reserves the right to approve waivers of this construction hours restriction. Such waivers must be requested at least three business days in advance, and approved by the Department on a case-by-case basis prior to such work. After the building is fully enclosed, on a floor-by-floor basis, interior work may be done at any time in compliance with the Noise Ordinance with no pre-approval from the Department.

3. An on-site parking area or areas shall be maintained on-site with capacity to accommodate all of the construction workers' vehicles and other construction-related vehicles to the maximum extent construction activities (grading, paving, landscaping, etc.) on-site will allow. These parking areas shall be maintained in a manner which prevents the tracking of mud or dust onto surrounding streets.

For the Life of the Facility

4. The Seattle Department of Parks and Recreation and the Seattle School District shall implement and use a scheduling system to ensure the projected, combined attendance for events on the play fields at Nathan Hale High School and Jane Addams/Summit Middle School, in the Meadowbrook Community Center, in the Jane Addams/Summit Auditorium, and in all auditoriums at Nathan Hale High School does not exceed 1,000 persons for any period of time outside scheduled school hours.

CONDITIONS – DEVELOPMENT STANDARD DEPARTURE

1. *To allow less than required on-site parking (a waiver of the 38 spaces required by the proposed addition).* **Conditionally Granted.**

Conditions – Prior to Issuance of Certificate of Occupancy:

1. The Seattle School District will re-stripe the north and west parking lots on the Jane Addams/Summit school site and provide an additional paved path to N.E. 110th St.
 2. The Seattle School District will provide a second entrance driveway at the south end of this west parking lot.
 3. The Seattle School District agrees to provide adequate lighting along the paved path described above in accordance with the Seattle Department of Transportation standards for residential sidewalks.
 4. The Seattle School District will re-stripe and make accessible for parking the loading zone at the south edge of Nathan Hale High School.
 5. The Seattle School District will lower and/or extend the south lot speed bumps in order to reduce car damage while still discouraging speeding when the lot is full.
 6. The Seattle School District will provide directional signage (indicating parking lot locations) in the project
 7. The Seattle School District agrees to have all of the above conditions in place prior to the issuance of the Certificate of Occupancy for the Performing Arts Auditorium.
2. *To allow bus loading within the street right-of-way. **Conditionally Granted.***
- Condition – Prior to Issuance of Certificate of Occupancy:
- Street curbs, planting strips and sidewalks and paved surfaces between sidewalks and bus loading locations along the curb shall be provided along N.E. 110th and 30th Ave. N.E. prior to receiving a Certificate of Occupancy for the school addition.
3. *To extend the height limitation for the auditorium by 10 feet and to extend the height of the fly-loft by 25 feet. **Conditionally Granted***
- Condition – Prior to Issuance of Certificate of Occupancy:
- Landscaping and other site improvements, such as street trees, sidewalks, additional trees, paved plaza area and architectural details, shall remain as presented to the Departure Committee and shall be in place prior to receipt of a Certificate of Occupancy for the school addition.

Signature: (signature on file) Date: September 18, 2003
Scott Kemp, Senior Land Use Planner
Department of Design, Construction and Land Use

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